

Coastlines

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A Sizeable Catch

by Douglas Gordon, Specialist, Stony Brook,
and Sally Willson, Media Specialist

The radio signal coming from the foreign vessel wasn't strong, but the coded message was clear.

A Spanish trawler fishing for squid off the coast of New York City was using nets with a mesh below the minimum size allowed, pulling up lobster traps — a violation of the fixed gear regulations, and had failed to log its catch. The message was transmitted by James Murphy, U.S. Observer aboard the violating vessel.

And so it was this series of violations which led to the U.S. Coast Guard's seizure of the *Costa de Noruega* on April 10, 1978, making the Spanish trawler the **fifth** foreign vessel to be seized off the East Coast since the U.S. extended its jurisdiction over its 200-nautical mile limit on March 1, 1977.

Just as domestic fishermen must abide by the rules and regulations of the Fishery Conservation and Management Act of 1976, so must foreign fishermen. Administered by the Regional Fishery Conservation and Management Councils — for New York, it's the Mid-Atlantic Council — these rules outline what type of gear can be used on a specific species at a given time in a specific area. The rules also specify how much bycatch or non-targeted species can be taken and require fishermen to keep accurate logbooks of this catch. The Law Enforcement Branch of the National Marine Fisheries Service (NMFS) and the U.S. Coast Guard are jointly entrusted with the surveillance of fishing vessels and the enforcement of these rules. On board surveillance of foreign fishermen is carried out by NMFS's Foreign Fishery Observer

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The new Port Jeff Ace III — the first party boat to receive a federal loan — prepares to leave the Port Jefferson, N.Y. harbor.

First loan for party boat

by John Scotti, Specialist, Stony Brook

The picturesque harborside village of Port Jefferson, N.Y. has undergone a thorough facelifting! During the past few years, the village has become a strollers' paradise and moored in its harbor is another attraction — the new Port Jeff Ace III.

The Ace is one of four passenger fishing boats located at the dock. But unlike the other vessels, the Ace has distinction beyond its clean lines and sturdy look. It is the first party boat in the nation to participate in the federal government's Fishing Vessel Obligation Loan Guarantee Program. As reported in *Coastlines*, Vol. 8, No. 6, a change in the definition of "fishing vessel" now makes certain charter and party boats eligible for loans under the Fishing

Vessel Obligation Loan Program and the Capital Construction Fund. In the latter program, federal taxes on income earned by a vessel can be deferred and the reserved income used to acquire a new vessel or reconstruct a used vessel.

Recently, Captain Joe Cash, who owns and runs the Ace with members of his family, completed the Fishing Vessel Obligation Loan application in cooperation with the Long Island Trust Bank. The time required to complete the loan arrangement was relatively short because the Port Jeff Ace III was already constructed. What Captain Cash sought was to refinance the initial construction loan to obtain a longer payback

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A sizeable catch, *continued from page 1*

Program. U.S. Observer on board the Costa de Noruega, James Murphy was carrying out his job of surveillance.

According to Roy Morejon of NMFS, the observer program acts as the "seeing" arm of NMFS's Law Enforcement Branch. Operating out of the U.S. Coast Guard field station at Otis Air Force Base on Cape Cod, the observer team consists of 14 men and two women, having experience in marine biology, oceanography and commercial fishing. In their two-weeks training — which James Murphy had completed only a few days before his assignment to the Costa de Noruega — observers work closely with lawyers on interpreting regulations, in addition to studying navigation, communications, photography, safety, management of fisheries and training on biological sampling, otolith and scale readings, length sampling, basic fishing methods, haul-back procedures, catch and data recording.

Once training is completed, ob-

servers are usually deployed in groups among vessels of a foreign fleet when it is engaged in a specific fishery. Murphy, for example, was one of several observers stationed with a Spanish fleet fishing for squid. On board, observers have full use of the ship's equipment and personnel. Although they do not have enforcement powers, they call in the Coast Guard to issue citations for minor offenses and violations for major offenses such as fishing without a permit, fishing in a closed area, exceeding allowable limits and failing to report catches. In emergency situations like the Costa de Noruega's violations on April 10, observers use special code language to radio the U.S. Coast Guard.

Presently, observers cover about 22 percent of all foreign fishing vessel activities off the U.S. coastal waters. It costs \$100 a day for each observer. Although paid for by an allotment from the NMFS, the total cost of the observer program is actually charged to foreign fisheries

which pay directly into the U.S. treasury.

For the period from January 1 to April 19, 1978, 47 citations were issued to 31 vessels off the Atlantic coast from Maine to North Carolina including 19 Japanese, 11 Spanish, six Russian, two American, five Italian and four Mexican vessels; and 25 violations to 21 vessels including eight Spanish, two Russian, seven American, five Italian and three Mexican vessels. The only seizure for this period was of the Costa de Noruega.

For each violation, there is a civil penalty of up to \$25,000. The amount of each penalty depends largely upon the seriousness of the violations. In the Costa de Noruega case, the vessel was taken by the Coast Guard to Newark, N.J. the case was put before a U.S. attorney and the Costa de Noruega was fined \$100,000.

For James Murphy, a U.S. observer out on his first surveilling cruise, a \$100,000 fine for a 150-foot refrigerated stern trawler was a sizeable catch!

First loan for party boat, *continued from page 1*

period at lower interest rates. Such an arrangement would make more cash available to meet unexpected needs, and still allow faster repayment without penalty.

Expecting the worst, Cash was pleasantly surprised with the assistance he received from the National Marine Fisheries Service (NMFS). About NMFS's Ed Raymond, Cash said, "Mr. Raymond, what a guy! He did everything humanly possible to help us get this loan processed. I'm truly grateful."

One reason Raymond probably worked so hard to help Cash get the loan, was because of Cash's dedication to the sea. Beginning with the Merchant Marine at age 15, followed by a tour of duty with the Navy, a sea-going life was an early choice for Cash. In 1962 with a converted barge, he started "Make Sure, Make Shore", a training program to help Smithtown youngsters obtain boating safety certificates. The program was a natural follow-up to Cash's on-land high school teaching profession — one he still participates in today. In 1964, he started running charters in the summer months and on week-

ends. He moved to Port Jefferson Harbor where he progressed to owning three boats run with the help of his nine children — seven boys and two girls. In the beginning, keeping good mates was not a problem for Cash, but as family members began finding their own ways and tiring of their responsibility, a cutback to one vessel was made.

Then Cash acquired the Port Jeff Ace II, a 65-foot party boat with a carrying capacity of 70. The Ace II was to be the last acquisition for Cash. However, Cash soon realized that the large Ace II needed a substantial number of paying customers each day to meet operating expenses. So once again, he decided on another boat — the Port Jeff Ace III, a smaller, more efficient boat that can earn a day's pay with a handful of fishermen and carry sizeable weekend crowds.

With a capacity for 44 passengers and a five-gallon per hour fuel consumption rate, the Port Jeff Ace III has proved to be a trump card. But it hasn't been all smooth sailing for the Cash family. Even so, they have managed to survive and do so with

New Law on Loans

One of the basic problems with the Fishing Vessel Loan Guarantee Program has been the large amount of capital needed. For example, an offshore dragger which cost between \$100,000 to \$300,000 required 25 percent down, or \$25,000 to \$75,000 respectively.

For many fishermen, this cost was exorbitant. But now, thanks to President Carter's signing of HR9169 — the Fishing Vessel Loan Guarantee Amendment to the Merchant Marine Act of 1936, partial relief is in sight. Under the new law, the government guarantee for fishing vessel construction will increase to 87½ percent. This means that in the example of the offshore dragger, the fisherman must put down 12½ percent, or \$12,500 to \$37,500 respectively.

distinction — as the first party boat to participate in the government's loan program.

The Lake Ontario Fishing Derby: A social, economic and educational event

by Michael Voiland, Specialist, Brockport

Bob Chase just couldn't believe what was happening.

As the proprietor of the Sodus Point Bait Shop surveyed the activity at his business premises, all he could muster up was the exclamation, "I just can't believe it!"

"It" included the crowds of fishermen purchasing food, tackle and hardware, launching boats, or queuing up to the small table where salmon and trout caught in cold lake waters were being carefully weighed.

The event was the 1978 Rochester-Lake Ontario Trout and Salmon Derby, sponsored by the City of Rochester and the Cortland Fishing Line Company. During the last weekend in April, the event did much to provide recreational, economic, and educational benefit to sportfishermen, recreational businesses, and lakeshore communities.

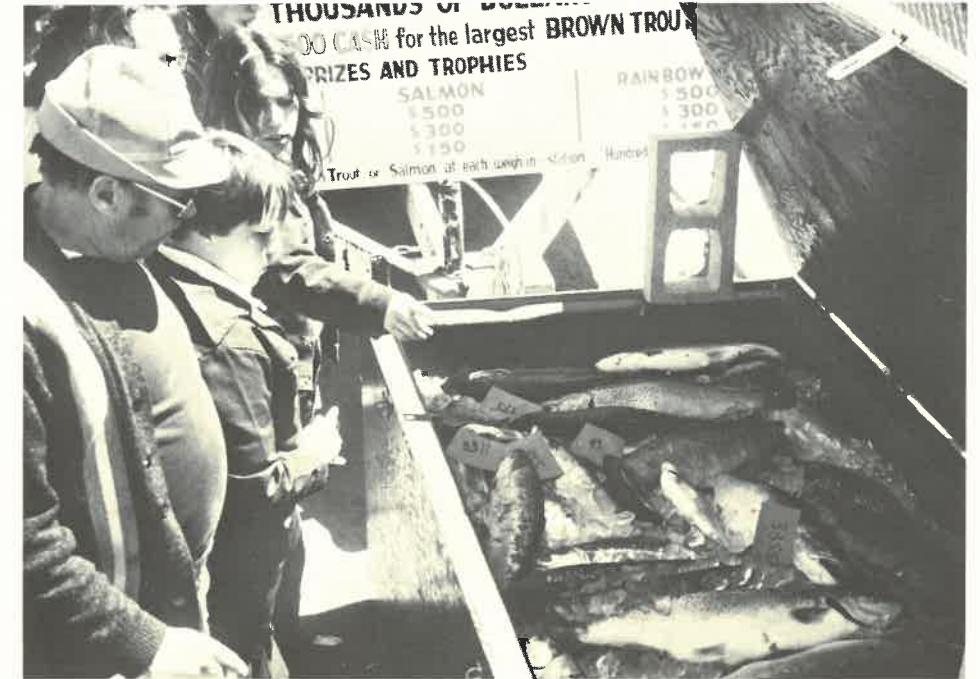
"Anglers, wet your lines!"

To be sure, the Rochester-Lake Ontario derby was the largest and most wide-spread event of this kind ever to be held in New York State. Weigh-in stations were strung along the western lakeshore at Pt. Breeze, Rochester Harbor and Sodus Point, allowing the more than 4,800 participants from seven states and Canada to conveniently register their catch. And the catch! Some 2,383 salmon and trout were actually entered in the derby, and according to Dick Schleyer, derby coordinator for the Rochester Parks and Recreation Department, "probably another 1,000 fish such as lake trout were caught but not entered."

The prize-winning fish, a chinook salmon of 19.23 pounds, gave Rochesterian Ed Rowan the means — \$2,500 worth of "means" — to place a nice down payment on a new fishing boat. A rainbow trout of 13 pounds and a 13-plus pound brown trout took other top honors. About 500 other prizes worth \$11,000 made the derby a "rewarding" recreational experience for the lucky winners and at least an interesting one for the not-so-lucky entrants.

"These fish mean business!"

Although this statement was actu-



Aspiring anglers — young and old — study some of the largest catch at the 1978 Rochester-Lake Ontario Trout and Salmon Derby.

ally uttered by an excited derby angler who wrangled with an eight-pound brown trout, it applied quite literally to the increased activity and sales at lakeshore marinas, boat dealerships and bait and tackle stores.

In the month preceding the derby, Bob Chase estimated a jump of 60 percent in gross sales at his Sodus Point establishment. "The derby undoubtedly generated more business activity than any three-day holiday I've experienced in 19 years of business," he said. In addition, Chase tapped a new market by renting out "3-day derby slips" to boat fishermen. This enabled him to make use of his marina before seasonal summer rentals would begin.

Bob Gilmore, co-owner of Jay Ve Tackle of Rochester felt that the derby alone helped make up for the loss of sales brought on in 1976 and 1977 by the ban on the possession of certain Lake Ontario fish species. "The derby's been terrific for business — there's no doubt about it," stated Gilmore.

Paul Krenzer, of Krenzer Boat Sales, also at Sodus Point, noticed a remarkable increase in demand for

smaller fishing boats and associated fishing equipment, such as downriggers. "We could hardly keep up with orders this spring," noted Krenzer, "I hope this fishery can really be developed!"

Fishing "School"

The derby provided an informal three-day "school" for individual anglers, hundreds of on-lookers and resource management professionals. For example, over 700 anglers received the publication "Getting Your Boat onto Lake Ontario", a guide to boat rental and launching services by Liz Pennisi, Sea Grant Intern. About preparing the booklet, Pennisi remarked, "We had the same difficulty boaters have in locating more than a few well-constructed, protected launches along the shoreline."

Working closely with home economists from Orleans, Monroe and Wayne Counties, Pennisi also helped inform about 500 anglers and curious on-lookers about the proper ways to trim fish to minimize the consump-

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A "typical New York boater" enjoys the scenic waterways of the North Country — one of the most popular boating regions in New York.

The Typical New York Boater

A concise picture of the typical New York recreational boater is now available with the completion of a New York Sea Grant publication entitled "The New York Recreational Boating Survey."

Conducted by Cornell University researchers Tommy Brown and Dick Noden, the survey examines the size, location and activity patterns of New York's recreational fleet; the social, economic and attitudinal characteristics of boat owners; and the cost and design of boating equipment used in the state.

According to their survey of approximately 2,700 boat owners from New York and out-of-state, the typical boater in New York is male, 46

years old, has 14 years of education, is employed in a professional or technical occupation and has a gross annual family income of \$18,250. Typical boaters use their watercraft on an average of 41 days a year. If their boat is less than 16 feet long, the owners can expect to pay \$151 annually for operation and maintenance. For boats between 16 and 26 feet, and boats over 26, the average annual cost is \$482 and \$1,542 respectively.

In the opinion of those surveyed, the most popular boating regions in New York are the Finger Lakes and the North Country including the eight counties of the Adirondacks and Thousand Islands.

Common problems cited are the difficulty of obtaining sewage and pumpout facilities, emergency repairs and dock space. Also high on the list of complaints are: inconsiderate boaters and water skiers; overcrowded marinas and launching ramps; and polluted waters. The boaters indicate that when available, public funds should be spent on the development of launching facilities, public education on water pollution and boat licensing procedures, and the enforcement of these laws and regulations.

Copies of "The New York Recreational Boating Survey" are available from your local Sea Grant Office (see I WANT MORE).

Lake Ontario Fishing Derby, continued from page 3

tion of toxic chemicals such as Mirex and PCB's.

Even resource agency officials went to "school".

State conservation department biologists learned about developing salmon and trout fishery by recording data as fish were checked in at weigh-in points. State officials from the Environmental Conservation, Parks and Recreation Departments viewed derby activity by helicopter to understand the need for fishing and boating facilities and their possible locations, in anticipation of future growth on Lake Ontario.

Finally, the derby proved to be educational to derby sponsors themselves. "We learned a lot about

running a derby — the promotional effort, the coordination and the manpower necessary," offered derby coordinator Schleyer. "But more importantly, we learned how to run a bigger derby! Next year, we'll be able to accommodate more fishermen smoothly with four additional weigh-in stations, dotting the coast from Oswego to St. Catherines, Ontario."

The 1978 Rochester-Lake Ontario derby was an outstanding social, economic, and educational event. If your community wishes to explore the possibilities, benefits, and costs of the Lake Ontario derby, or one of its own, contact Michael Voiland at the Brockport office.

The New York Sea Grant Extension Program is made possible through funding from the National Oceanic and Atmospheric Administration, the State of New York, and the New York State Sea Grant Institute. COASTLINES is published bi-monthly by the Sea Grant Extension Program. Free subscriptions for New York residents are available upon written request to COASTLINES Editor Ms. Sally Willson, Media Specialist, Sea Grant Extension Program, Fernow Hall, Cornell University, Ithaca, NY, 14853. Out of state subscriptions are available for \$2 for a two-year subscription.

Exploring

OSWEGO

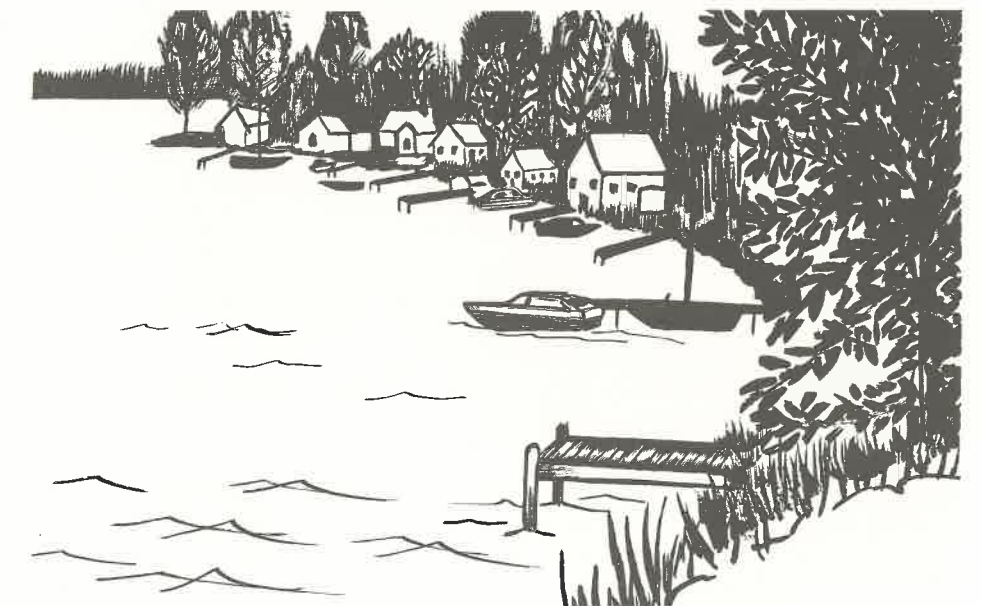
by Nick DeGeorges, Intern, Oswego

The coastal lands and waters of Oswego County are steeped in legend and history of the relationships between man and his environment. To travel the paths of time that link the county's past to its future is to trace an intimate relationship between its citizens and its natural resources. From the time Iroquois Indians roamed the primal forest, through the days of expansion, until the present, the land and water resources of Oswego County have been an integral part of the lives and livelihood of the county's residents. Each spring the Iroquois would come to capture the once abundant Atlantic salmon. Later, the rapidly flowing waters of the Oswego and Salmon Rivers powered the wheels of industry. Merchant ships plying the water of Lake Ontario and America's westward expansion made Oswego one of the principal ports of its time. Today, the county's resources play a continuing role in the prosperity of the area. Recreation and industry as well as agriculture are today's prime users of coastal resources.

An essence of the past and the present, as well as a glimpse of future relationships between man and his environment can be gleaned as one travels through the county's coast. A new Sea Grant publication, The Oswego Coastal Trail, a self-guided driving tour, takes the traveler along the roads and byways that pass the natural, man-made, obvious and not so obvious, and unique and not so unique areas. The abundant coastal marshes, the growing power industry, the great expanses of Lake Ontario, Derby Hill (where each year multitudes of hawks and eagles pass during their spring migrations north), the coastal dunes on eastern Lake Ontario, and the forest and fields that line the roads — all this and more await the visitor.

The tour itself is rather unique. Legends, history and tour sites are used to develop a theme that depicts the importance of resources to the prosperity of the area and emphasizes that continual use of resources is dependent on good management.

Whether the traveler is a casual visitor or a concerned citizen learning about the environment, the time spent touring Oswego's coastal areas is well-worthwhile.



Three new interns joined our staff in June for one year terms.

Michael Haby is located at the Stony Brook office working in the areas of business management and marketing for seafood and sport-fishing enterprises. Haby has recent degrees in marine resource management and marketing.

Thomas Mack's program speciality is recreational facilities design. He is located at the Brockport office. Mack's formal training includes both recreation resource management and outdoor recreation safety.

Leslie Ware, our communications intern, is serving a split assignment of six months in Fredonia and six months in Ithaca. She is emphasizing Lake Erie related communications projects while in Fredonia. Ware's background includes English, journalism and environmental sciences.

This marks the second year of the intern program. Of the four initial interns, two are pursuing advanced degrees, one is working for a commercial fisherman and one is actively seeking employment in extension work.

* * * *

Clam culture, funding and cooperation among Long Island's Town Shellfish Management Programs were the topics of discussion among town representatives, visitors from Massachusetts and Sea Grant personnel at April and June meetings in Riverhead.

Featured guests in April were George Souza and Ty Ranta, Shellfish Constables from the respective towns of Falmouth and Barnstable in Massachusetts. They described clam culture and management programs and their cooperative association for Cape Cod Town Shellfish Management. In Massachusetts, this association holds monthly and annual meetings, provides for an exchange of information between towns and works closely with the Massachusetts Department of Natural Resources, an advisory non-voting member of the association.

Of the 13 townships on Long Island, most towns already have shellfish management programs, but those that don't are considering starting them. Representatives from towns already having such programs agree more cooperation could be ex-

UPDATE

tremely helpful. Having seen the many advantages of an association, the various towns may decide to organize themselves in the future and to work more closely than they have done in the past. If this happens, there should be substantial improvements in the Long Island shellfish industry, notably the hard clam.

* * * *



Frank Braynard, NYMEA keynote speaker. Photo by Steven Thorensen

The sea was up to its old tricks. Five-foot waves were crashing against the bulkheads and 225 members of the New York Marine Education Association (NYMEA) wondered how this would affect their 4th Annual Conference at the State University of New York Maritime College at Fort Schuyler in the Bronx. Focusing on "Man and the Modern Sea," the conference included field trips, workshops and guest lectures including Frank Braynard, historian and organizer of the bicentennial celebration, Operation Sail '76, and Marty Dunn, renowned scuba diver instructor and underwater photographer. Perhaps the most unusual event was Bob Abram's oceanographic station tour. Twenty educators braved Abrams 20-foot launch across the choppy Long Island Sound to see the station. The conference was organized by NYMEA members with the help of Sea Grant Specialist, Linda O'Dierno.

A new bi-monthly newsletter, entitled "Fillet" was introduced last month to New York fish and seafood processors and retailers. Edited by James Daniels, Sea Grant Specialist located in the Department of Food Science at Cornell, the newsletter contains feature articles, research and workshop information. Sample topics from "Fillet's" first edition are: fish and the consumer; U.S. imports of fish increase; cholesterol in fish; tips for retailers on storing fresh fish; operations manual for seafood retailers; and bacteria: some basic rules for control. Anyone wishing to subscribe to "Fillet" should write to: James Daniels, Seafood Extension Specialist, Department of Food Science, Cornell University, Ithaca, NY 14853.

* * * *

A new fact sheet series is being published by Sea Grant in cooperation with New York Cooperative Extension and Cornell University. Illustrated by charts, diagrams, and photographs, the series enables Sea Grant to publish in bulk one-to-four page long articles on topics of concern to Sea Grant Program. The following new facts sheets can be obtained by writing to your nearest Sea Grant office (see I WANT MORE):

- Beginning Hints for Funding Marine Education Programs;
- Fish Contaminants and Human Health;
- A Perspective on Fish Contaminants;
- Preparing Those "Forgotten Fish" for Your Dinner Table;
- Shoreline Protection Permits: For Long Island North to the Tappan Zee Bridge;
- Sources of Fish Contaminants.

* * * *

The 1977 Sea Grant Publications Index — a listing of publications resulting from Sea Grant fundings — is now available and being distributed by: NATIONAL SEA GRANT DEPOSITORY, Pell Library-Bay Campus, University of Rhode Island, Narragansett, RI 02882.

Export Markets Explored — \$400,000 Grant Awarded

by John Scotti, Specialist, Stony Brook

To many American commercial fishermen, exporting fish products seems more remote than just the miles that separate them from potential foreign customers. Tariffs, rates of exchange, packing and shipping, getting paid, locating markets, pricing and transacting sales agreements are just a few of the problems which must be faced.

But stable prices and demand for squid, whiting, mackerel and herring are very possible during the next few years, assuming the more common species of cod, haddock and flounder make a comeback. Although foreign markets for these species already exist, the chances for expansion are good especially as foreign

fishing efforts in U.S. waters are reduced. Foreign catches in 1977 were one million tons less than in 1976 — a void which Americans can fill. Signs of a vigorous American — and New York — fleet are reflected by increased orders for fishing vessels, interest in fishing gear, docks and processing facility plans. Either by design or whim, the capacity of the U.S. fishing industry is expanding!

If more export markets are to be developed, however, plans need to be made to determine specific markets, promote fishery products, facilitate sales agreements between foreign buyers and U.S. producers. Such an effort could be conducted on behalf of American fishermen by

the Department of Commerce similar to those carried out by the Department of Agriculture for American farmers.

To begin this effort, a \$400,000 grant has been awarded by the National Marine Fisheries Service and the Department of Commerce's Economic Development Administration to the Earl P. Combs Inc. and the Arthur Young Company marketing consultant firms. The purpose of the grant is to determine what needs to be done to develop an eight to ten million dollars export market for U.S. fish and shellfish. The project is funded for eight months. A conference to report on their findings is planned for the fall.

I WANT MORE

Additional information is available from New York Sea Grant. Please check the publications which interest you and send to your nearest Sea Grant Extension Office.

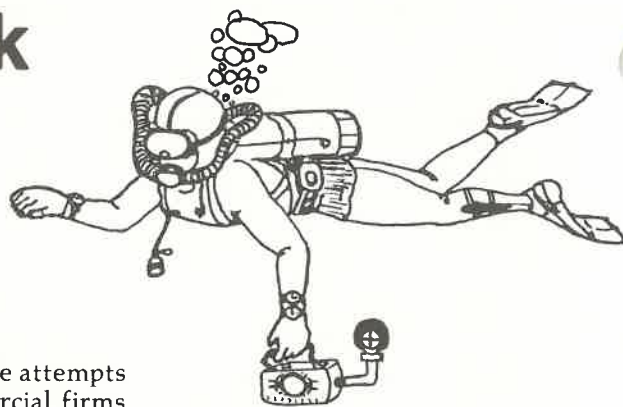
Single copies of the following publications are free.

- _____ New York Sea Grant Institute (a catalog of publications available)
- _____ The Oswego Coastal Trail (A Self-Guided Driving Tour), Nicolas DeGeorges, 1978, 23 pp.
- _____ Identifying New York's Salmon and Trout, Conservation Circular, Vol. 16, No. 4, 1978.

For the following publications, make checks payable to Cornell University.

- _____ Congestion and Participation in Outdoor Recreation: A Household Production Function Approach, T. A. Deyak and V. K. Smith, Sea Grant Reprint Series, 18 pp., \$1.00.
- _____ Response to Polychlorinated Biphenyls of Marine Phytoplankton Isolates Cultured Under Natural Conditions, C. L. Powers, et. al., Sea Grant Reprint Series, 5 pp., \$1.00.
- _____ Anthesis and Seed Production in *Zostera Marina L.* from Great South Bay, New York, U.S.A., A. C. Churchill and M. I. Riner, Sea Grant Reprint Series, 11 pp., \$1.00.
- _____ New York Bight Atlas Monograph #30: Industrial Wastes, J. A. Mueller and A. R. Anderson, January 1978, 39 pp., \$4.00.
- _____ A Perspective on Fish Contaminants, Michael W. Duttweiler, 1978, 3 pp., 15 cents.
- _____ Sources of Fish Contaminants, Michael W. Duttweiler, 1978, 2 pp., 10 cents.
- _____ Fish Contaminants and Human Health, Michael W. Duttweiler, 1978, 4 pp., 15 cents.
- _____ Shoreline Protection Permits: for Long Island North to the Tappan Zee Bridge, Edward Matthews, 1978, 4 pp., 15 cents.
- _____ Beginning Hints for Funding Marine Education Programs, Liz Pennisi, 1978, 4 pp., 15 cents.
- _____ Preparing Those "Forgotten Fish" for Your Dinner Table, Michael P. Voiland, Jr. 1978, 4 pp., 15 cents.
- _____ The New York Recreational Boating Survey, Tommy Brown and Dick Noden, 1977, 75 pp., \$1.25.
- _____ Scuba Air Stations and Hyperbaric Chambers in New York City and the Long Island Area, Edward Matthews, 1978, 20 pp., 60 cents.

Emergency Handbook and Directory for Scuba Divers



With the arrival of summer weather, unprecedented numbers of scuba divers are beginning to probe the underwater world — often with insufficient knowledge of critical above-ground facilities.

To make divers' lives simpler and safer, N.Y. Sea Grant has published a handy, pocket-sized directory of New York City and Long Island air stations and "hyperbaric" or recompression chambers from Maine to Pennsylvania.

Called "Scuba," the guide attempts to list each of the commercial firms in the area where divers can get oxygen tanks filled. Each firm's opening hours and services from rentals to instruction and equipment testing are listed.

Written by Edward Matthews, Sea Grant Intern, "Scuba" includes descriptions of the symptoms and emergency treatment of the two greatest threats to divers — air embolism and decompression sickness

(the "bends.") The book also gives a complete listing of the location of the region's treatment facilities or hyperbaric chambers for this emergency.

Available for 60 cents a copy, "Scuba" can be obtained by writing Sea Grant offices in Ithaca, Stony Brook, Riverhead, and New York City. (See I WANT MORE).

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